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**Maintenance**

**CORROSION CONTROL PROGRAM**

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This instruction implements Air Force Policy Directive (AFPD) 21-1, *Managing Aerospace Equipment Maintenance*, and Air Force Instruction (AFI) 21-105, *Aerospace Equipment Structural Maintenance*. This instruction establishes Air Mobility Command (AMC) standards, procedures, and policies for aircraft and aerospace ground equipment (AGE) corrosion abatement programs. It provides guidance and direction to develop an effective corrosion prevention, treatment, and management program. This instruction applies to all AMC and Air Force Reserve Command (AFRC) Reserve Associate units that maintain aircraft, munitions, support equipment, Aerospace Ground Equipment (AGE), avionics and training equipment. Contractor and civil service maintenance functions shall comply with this instruction as specified in the contract performance work statement (PWS). All applicable Maintenance Squadrons (MXS), Equipment Maintenance Squadrons (EMS), Component Repair Squadrons (CRS), and Aircraft Generation Squadrons (AGS) will maintain a current electronic or paper copy of this instruction.

**1. Philosophy :**

- 1.1. Corrosion has a direct impact on the readiness of Air Force systems. It must be prevented, identified, and repaired as prudently as possible.
- 1.2. Corrosion minimization on Air Force aircraft and ground equipment is the direct responsibility of all users and maintainers. Due consideration must be given to corrosion prevention during all planning, operation, and maintenance actions.
- 1.3. The AMC corrosion management program is oriented towards prevention. This is accomplished through equipment cleaning, maintenance of protective coatings, and early detection and treatment of corrosion. Strict adherence to corrosion prevention policies and technical orders is essential.
- 1.4. All aircraft and ground equipment users and maintainers must attend periodic corrosion prevention and identification training as defined in chapter 14 of this instruction. Awareness is the key to an effective corrosion management program.

## 2. Policies and Procedures :

2.1. Crossflow of information is essential for a successful program. All program managers are authorized direct communication with their counterparts (MAJCOM and ALC program managers) on any matter pertaining to the AMC corrosion management program, within the parameters of local chain-of-command policies.

2.2. All maintenance and operations personnel, regardless of AFSC, are responsible to document potentially corroded structures/components in the proper maintenance forms. The structural maintenance work center evaluates corrosion discrepancies to determine proper treatment or repair. The list of publications at [Attachment 1](#) is provided to ensure personnel are aware of applicable procedural documents.

2.3. It is not economically feasible to remove corrosion from common hardware (screws, nuts, etc.), therefore, replace corroded hardware as necessary in accordance with applicable technical data.

### 2.4. Corrosive Chemical Contamination Guidance:

2.4.1. When a chemical leak or spill occurs aboard an AMC aircraft, immediately notify the fire department and local hazardous material spill response team. The first maintenance person on the scene will immediately annotate the aircraft forms with type of chemical (if known) and contamination area.

2.4.1.1. After neutralization, immediately notify the aircraft structural maintenance element to perform a comprehensive corrosion inspection of the affected area.

2.4.2. Thoroughly clean aircraft and equipment contaminated with fire extinguishing materials as soon as possible after exposure in accordance with TO 1-1-691, *Aircraft Weapon Systems Cleaning and Corrosion Control*, Chapter 9.

2.4.3. Substances such as soft drinks, household cleaning detergents, and other commonly available chemicals, must be properly cleaned immediately if spilled in or on aircraft metal components. Common sense and prudent cleaning/rinsing are critical elements of the corrosion prevention program.

### 2.5. Protective Coating Maintenance:

2.5.1. Maintenance painting is defined as the application of coatings to aerospace equipment where the existing coating system is deteriorated or missing. Maintenance painting must be kept to a minimum and must comply with federal, state, and local environmental regulations. Maintenance painting of aircraft accomplished solely for cosmetics is highly discouraged because of environmental and coating thickness restrictions.

2.5.1.1. All touch-up painting will be accomplished from seam-to-seam, and will be masked at the edges. Where a seam is not reasonably accessible, a "simulated" seam may be created. No unmasked spray touch-up is authorized.

2.5.1.1.1. SEMPENs and paintbrush application methods are the preferred means of touching-up minor scratches and fastener heads. Prepackaged aerosol paint cans will not be used to touch up any type of defect on aircraft or ground equipment.

2.5.1.1.2. Atomized spray, paint brushing, and rolling are authorized methods for paint application. Units limited by local environmental restrictions should maximize the use of

brushing and rolling techniques. Coating film thickness must be carefully monitored when using these methods.

2.5.1.2. Units equipped with environmentally compliant aircraft painting facilities and adequate manpower are authorized to perform complete overcoating of aircraft. Overcoating will be accomplished only when necessary to restore protection to bare or eroded areas, extend coating service life, or when aircraft appearance is unacceptable (excessively faded or stained, etc.). Aircraft will be scored via a locally developed system (or in accordance with technical data, if applicable) to determine priority for repaint. Repaint schedules may be established with consideration for PDM cycles, but coating condition will take precedence. Aircraft scheduled for PDM within 24 months will not receive full repaint.

2.5.1.3. Aircraft paint data placards must not be permanently removed. When complete overcoats are accomplished, the paint data on the old placard will be annotated on the AFTO Form 95, **Significant Historical Data**, and a new placard with new data will be applied.

2.5.1.4. When large portions of aircraft are repainted (i.e. full wing, large portions of fuselage, flight controls, etc.), the AFTO Form 95 will be annotated with type of paint and exact location.

2.5.1.5. Paint cure times are critical to the effectiveness of the final coating. Technical order cure times must be allowed to expire before painted components are put in service.

2.5.1.6. Complete overcoating of AGE/support equipment may be accomplished only when necessary to prevent or repair corrosion.

### 3. HQ AMC/LGB Responsibilities :

3.1. Office of primary responsibility (OPR) for providing oversight and ensuring AMC has a viable aircraft and ground equipment corrosion management program.

3.2. Support the Air Force Corrosion Prevention and Control Office (CPCO) by participating in equipment evaluations, corrosion program managers meetings, advisory boards, executive counsel meetings, and field surveys. Coordinates with Air Force Materiel Command (AFMC) and commercial vendors on the development and testing of corrosion control techniques and material.

3.3. Represent AMC aircraft structural maintenance work centers at DOD/Air Force conferences and meetings.

3.4. Represent AMC at corrosion prevention advisory boards (CPAB) for assigned weapon systems, and participates in corrosion investigations pursuant to CPAB goals.

3.4.1. Advocate AMC maintenance unit attendance and active participation at weapon system-specific CPABs.

3.5. Ensure adequate corrosion control training is current and available for all aircraft and AGE maintenance personnel.

3.5.1. Represent AMC at 2A7X3 utilization and training workshops (U&TW). Provide corrosion and structural input to career field managers in all maintenance AFSCs.

3.5.2. Participate in corrosion identification and repair course development at the MAJCOM/Air Force level.

3.6. Develop and issue technical and administrative instructions on the AMC corrosion management program.

**4. Wing Commander's (or equivalent) Responsibilities :**

4.1. Ensure all operators and maintainers remain cognizant of the adverse effects of corrosion, and actively pursue ways to reduce the occurrence of corrosion on assigned equipment.

**5. Logistics Group Commander's (or equivalent) Responsibilities :**

5.1. Establish and maintain an effective corrosion prevention and control program.

5.2. Appoint a wing corrosion manager in writing.

5.3. Appoint personnel authorized to sign-off contract washes.

5.4. Ensure proper facilities, training, materials, and personnel are dedicated to combating corrosion.

5.5. Ensure adequate wash facilities are available year-round. This may be accomplished in any way deemed prudent for the locale and mission of the unit.

5.5. Appoint an aircraft wash facility manager to provide continuity and ensure proper equipment and materials are maintained at the facility.

5.6. Ensure cleaning cycles are maintained IAW TO 1-1-691, and revised as necessary based on changes in mission and location.

**6. Wing Corrosion Manager's Responsibilities :**

6.1. Organize, direct, and manage the wing/group corrosion management program according to AFI 21-101, *Maintenance Management of Aircraft*, AFI 21-105, *Aerospace Equipment Structural Maintenance*, T.O.s 1-1-4, *Exterior Finishes, Insignia, and Markings Aircraft/Missiles*, 1-1-691, 1-1-8, *Application of Organic Coatings* 1-1-689, *Avionic Cleaning and Corrosion Prevention and Control*, 35-1-3, *Corrosion Prevention, Painting, and Marking of USAF Support Equipment*, applicable weapon system specific -3 (*structural repair manual*), -23 (*corrosion repair manual*), and this instruction.

6.2. Before reassignment or retirement the corrosion manager will ensure their successor is appointed early enough to provide an effective turnover of the corrosion program. The outgoing corrosion manager must confer with the fabrication flight chief and aircraft structural maintenance (ASM) supervisors to identify a replacement. The formal appointment must be made by the LG/CC in writing. A copy of the new appointment memo will be sent to HQ AMC/LGBEF within 30 days of the appointment.

6.3. Establish corrosion prevention and control training programs for all aircraft and AGE maintenance personnel. As a minimum, training will include aircraft and AGE wash procedures, corrosion identification, and coating system maintenance.

6.4. Develop and submit comments or recommendations for improvement of the corrosion control program to HQ AMC/LGBEF.

6.5. Compile and submit budget requests to local management for equipment, materials, facilities, manpower, and conferences/meetings, which support the corrosion management program.

- 6.5.1. Attend DOD, Air Force, and AMC corrosion program managers meetings and workshops.
- 6.6. Review and supplement, if necessary, corrosion control work cards for assigned equipment based on mission and location.
- 6.7. Establish and chair a local corrosion prevention working group to formalize the wing corrosion management program. Working groups may meet as frequently as necessary to maintain an effective program, but will meet at least annually. This working group should meet approximately 90 days prior to the next scheduled CPAB to formalize action items. Minutes will be published and maintained for at least 3 calendar years to establish continuity.
  - 6.7.1. As a minimum, membership will include the unit corrosion manager, flight line (owning unit) maintenance supervisors, ASM supervisors, AGE supervisors, and appropriate quality assurance evaluators.
  - 6.7.2. Submit CPAB action items to HQ AMC/LGBE. Action items may be submitted throughout the year and must focus on structural integrity, extended service life, and improved repair techniques for the weapon system.
  - 6.7.3. Attend assigned weapon system CPAB or send a qualified representative.
- 6.8. Serve as wing corrosion program POC for all outside agencies.
- 6.9. Ensure only qualified product list (QPL) authorized wash agents are utilized for overall and spot washes. Use of unapproved commercial or household cleaners is strictly prohibited. The current QPL is available at the Corrosion Prevention and Control Office website.
- 6.10. At units utilizing wash contractors, the wing corrosion manager must be thoroughly familiar with contract specifications, applicable technical orders, and inspection/acceptance criteria. The wing corrosion manager will coordinate on all new/updated wash contracts.

## **7. Aircraft Structural Maintenance (ASM) Element Responsibilities :**

- 7.1. Recommend a wing corrosion manager to the LG/CC, through the fabrication flight chief. The corrosion manager must be appointed by the LG/CC in writing. A copy of the appointment memo will be sent to HQ AMC/LGBEF, 402 Scott Drive Unit 2A2, Scott AFB IL 62225-5308, within 30 days of the appointment.
  - 7.1.1. The wing corrosion manager will be a 2A773, 2A790, or 2A600, experienced in corrosion prevention and repair.
- 7.2. Ensure that only properly trained personnel operate shop corrosion prevention equipment.
- 7.3. Ensure 2A7X3 technicians receive adequate training (formal and on-the-job) to accomplish assigned tasks. Changes in inspection techniques and advances in equipment technology must be properly trained and implemented.
- 7.4. Ensure all 2A7X3 personnel performing maintenance in a toxic/hazardous environment properly utilize personal protective equipment (PPE).

## **8. Owning Unit Responsibilities :**

- 8.1. Appoint a qualified aircraft wash supervisor for each wash.
- 8.2. Coordinate and schedule the use of wash rack facilities for other than isochronal/phase washes.

- 8.3. Perform washing and cleaning of assigned weapon systems using aircraft wash crews.
- 8.4. The wing corrosion manager and owning unit supervisors/managers train and qualify personnel on aircraft washing and cleaning. Personnel assigned as wash supervisors, cleanliness inspectors, and aircraft wash personnel will complete aircraft wash training developed by the wing corrosion manager, using TO 1-1-691 and weapon system-specific technical data.
- 8.5. Ensure AMC Form 1017, **Aircraft Wash Supervisor and Employee's Certification**, is completed once during the initial wash training process and when work processes equipment, materials, or conditions change.
- 8.6. Ensure a cleanliness inspection of aircraft is accomplished after completion of the aircraft wash, using AMC Form 1018, **Aircraft Wash Cleanliness Inspection Checklist**. An owning work center supervisor (production superintendent or dock chief, as appropriate) will sign-off the cleanliness inspection. The key is to have supervisory personnel or production inspectors that did not participate in the wash perform the cleanliness inspection. Local requirements may be added to the checklist to enhance the unit cleanliness program.
  - 8.6.1. After the cleanliness inspection is completed the inspector clears the AFTO Form 781A, **Maintenance Discrepancy and Work Document**, entry for "aircraft cleanliness inspection due after wash."
  - 8.6.1.1. The isochronal/phase inspection dock supervisor may accomplish the cleanliness inspection for isochronal/phase aircraft washes only.
- 8.7. The wash supervisor ensures the facility and equipment is cleaned and properly stored at completion of each wash.

## 9. Aircraft Wash Rack Manager's Responsibilities :

- 9.1. Maintain tools, wash equipment, such as carts, hoses, clothing, scrub pads, etc., and facilities used during aircraft wash.
- 9.2. Coordinate the procurement of aircraft cleaners with the wing corrosion manager to ensure only authorized products are used during cleaning operations.
- 9.3. Procure and maintain personal protective equipment used during the wash process, and ensure the wash facility is kept serviceable by calling in work orders for repairs immediately when discovered.

## 10. Avionics Responsibilities :

- 10.1. All avionics work sections must be familiar with, and have available for use, TO 1-1-689.
- 10.2. When corrosion damage is beyond the capability of the shop, request assistance from the aircraft structural maintenance element and the wing corrosion manager.

## 11. Quality Assurance Responsibilities :

- 11.1. Evaluate at least 10 percent of all aircraft washes and at least 10 percent of all AGE washes for compliance with applicable technical data.
- 11.2. Evaluate the quality of 10 percent of isochronal corrosion inspections.

11.3. Periodically review wash rack cleaning agents for QPL compliance.

11.4. Ensure personal protective equipment (PPE) is properly utilized.

11.5. Contract quality assurance evaluator (QAE) for aircraft washes will evaluate at least 10 percent of all aircraft washes. QAE should maintain a file of discrepancies for consideration during contract rewrites. If a current contract specifies a different level of inspection than that specified herein, the contract will take precedence. Future contracts will incorporate the 10 percent inspection rate as a minimum.

11.5.1. The QAE will use locally developed aircraft wash cleanliness forms and checklists to evaluate contract wash compliance.

11.5.2. Contract washes will be signed off by personnel authorized in writing by the logistics group commander.

## **12. Aerospace Ground Equipment (AGE) Supervision Responsibilities :**

12.1. AGE and support equipment must be cleaned during each periodic or annual inspection or more often as determined by the owning work center supervisor.

12.2. Ensure AGE work center personnel attend AGE corrosion training.

12.2.1. The corrosion manager in concert with the AGE supervisor and unit maintenance-training manager will develop the corrosion prevention and control training curriculum.

12.2.2. Corrosion manager and AGE supervisor determine training interval.

12.3. Owing work center supervisor is responsible for establishing and enforcing an effective corrosion program on assigned AGE and support equipment.

12.4. Aircraft structural maintenance and AGE supervisors determine repainting requirements.

12.4.1. Complete overcoating of equipment is accomplished on an as-needed basis. AGE should not be overcoated solely for the purpose of cosmetics. A local scoring system should be developed to determine the next piece of equipment to receive corrosion preventative maintenance. Equipment most in need of corrosion preventive measures (not time) should receive priority in the work schedule.

12.5. The use of corrosion preventive compounds (CPC) is encouraged.

12.5.1. Owing work center personnel may treat small chips in the paint with CPC. Treat larger chips in the paint according to T.O. 35-1-3. The aircraft structural maintenance work center or commercial vendor treats badly deteriorated or chipped surfaces.

12.6. Prepackaged aerosol spray paint will not be used to touch up equipment. Coating touch-ups must be accomplished with approved materials.

12.7. Ensure adherence to the requirements set forth in AMCI 21-106, *Equipment Excellence Program for Aerospace Ground Equipment*.

## **13. Aircraft Cleaning :**

13.1. A complete exterior and interior cleaning will be accomplished on all aircraft as directed by TO 1-1-691 and weapon system-specific technical data. This will be accomplished during scheduled wash cycles, before isochronal or phase inspections, and prior to refurbishments.

13.1.1. The following forms entries, as a minimum, are required for an aircraft wash:

13.1.1.1. "Aircraft wash required." Enter this in the forms on a red dash. It is cleared by the owning unit aircraft wash supervisor.

13.1.1.2. "Aircraft taped and prepped for wash." Enter this in the forms on a red X prior to the wash. It is cleared by the appropriate inspector after the aircraft has been detaped, all associated equipment, such as wheel covers and related tasks are accomplished, and the cleanliness inspection has been completed and signed-off.

13.1.1.3. "Aircraft post-wash cleanliness inspection due." Enter this in the forms on a red dash prior to the wash. It is cleared by the owning unit maintenance supervisor, production supervisor, or authorized contractor after completion of the cleanliness inspection.

**NOTE:**

Definition of clean: All references to the condition of "clean" pertain to the following description: To determine if surfaces are clean, a close visual inspection is accomplished to determine that all residue, oily film, and streaking have been removed. If cleanliness is questionable, a dry, lint free, white towel is wiped firmly across the various surfaces. If excessive soiling of the towel occurs, the surface is not clean. Wheel wells, flap wells, and exterior surfaces should be inspected using this method.

13.1.1.4. "Aircraft post-wash lubrication due."

13.1.1.4.1. Proper post-wash lubrication is vital in prevention of corrosion. Lubrication prevents water intrusion in bearing cavities and subsequent corrosion damage. If technicians wash components between normal cleaning cycles (flight line or "spot" washes), re-lubrication of the affected components is required.

13.1.2. Units must adhere strictly to the aircraft wash and rinse cycles specified in TO 1-1-691.

13.1.2.1. If organizations know in advance that their aircraft or support equipment (AGE) is scheduled to deploy, they must ensure aircraft and equipment washes are considered prior to mission deployment. If a wash was recently accomplished, owning organization maintenance supervision will determine whether another wash is necessary prior to deployment. Upon return from the deployment the aircraft/equipment wash must be accomplished if the regularly scheduled wash interval has been exceeded, or if the deployed location corrosion severity is higher than that of home station. Units on extended duration deployments will arrange for aircraft washes as close to the scheduled cycle as possible.

13.1.2.2. When an aircraft flies over salt water below 3,000 feet, the aircrew debriefing record and AFTO Form 781A will be annotated with a "NOTE." See TO 1-1-691 for complete guidance. Aircraft properly rinsed in taxi-through, or "bird bath" type facilities, need not comply with this requirement.

13.2. Aircraft latrine/urinal areas must be cleaned thoroughly to avoid corrosion damage due to effluent contamination.



13.3. Interior areas will be dried after washing. Any method, such as low-pressure air, low temperature heat, or sponging/mopping, may be used. Standing water in any interior area of the aircraft must be removed.

13.4. Pressurized water washing equipment may be used for aircraft washing IAW TO 1-1-691 and manufacturer's instructions. However, all surfaces must be agitated with an authorized pad or other article. Pressure washing alone will not adequately remove contaminants from painted surfaces.

13.4.1. Lubrication must be accomplished after all pressure washes in accordance with applicable technical data.

13.4.2. All landing gear components will be hand washed and rinsed with low-pressure water. Refer to applicable landing gear technical orders for washing instructions.

#### **14. Corrosion Prevention and Control Training :**

14.1. All aircraft maintenance personnel will receive initial corrosion prevention and identification training, and refresher training every year thereafter. The initial and refresher training will include a combination of computer-based training (PIN 613720, Aerospace Corrosion Prevention and Control) and formal classroom training conducted by authorized personnel. AFSC 2A7X3 (structural maintenance) personnel are exempt from periodic corrosion familiarization training.

14.2. Training is conducted by the corrosion manager or designated representative holding a primary AFSC of 2A7.

14.3. The corrosion manager, in conjunction with the unit maintenance-training manager, develops formal classroom training curriculum. As a minimum, the curriculum will include:

14.3.1. Corrosion identification procedures and techniques using the most current available Air Force aircraft corrosion visual training aids and information.

14.3.2. Identification of corrosion prone areas on unit specific weapon systems and equipment.

14.3.3. Reporting and documentation procedures for identified corrosion.

14.3.4. Importance of proper selection and use of sealants, corrosion preventive compounds (CPC), and lubricants.

14.3.5. Proper selection and use of all cleaning materials.

14.4. The corrosion manager periodically updates training material and information with the assistance of the unit maintenance training manager and information gained from CPABs and corrosion manager's conferences.

14.5. Periodic corrosion training does not replace normal on-the-job training (OJT) requirements in any career field.

**15. Forms Prescribed .** AMC Form 1017, **Aircraft Wash Supervisor and Employee's Certification**, and AMC Form 1018, **Aircraft Wash Cleanliness Inspection Checklist**, which are available on the

AMC local area network and the web. Contact AMC Forms Management (HQ AMC/SCYVF) to update or rescind and for problems accessing these forms.

JAMES LEMONS, Colonel, USAF  
Deputy Director of Logistics

## Attachment 1

## GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

*References*

AFPD 21-1, *Managing Aerospace Equipment Maintenance*

AFPD 91-3, *Occupational Safety and Health*

AFI 21-105, *Aerospace Equipment Structural Maintenance*

AFI 48-145, *Occupational Health Program*

AFI 91-202, *The U.S. Air Force Mishap Prevention Program*

AFI 91-301, *Air Force Occupational Safety, Fire Prevention, and Health Program*

AFOSH STD 48-2, *Industrial Ventilation*

AFOSH STD 48-8, *Controlling Exposures to Hazardous Materials*

AFOSH STD 48-137, *Respiratory Protection Program*

AFOSH STD 91-2, *Vehicle-Mounted and Rotation Work Platforms, Manually Propelled and Self-Propelled Mobile Work Platforms, and Scaffolds (Towers)*

AFOSH STD 91-17, *Interior Spray Finishing*

AFOSH STD 91-22, *Walking Surfaces, Guarding Floor and Wall Openings, Fixed Industrial Stairs, and Portable and Fixed Ladders*

AFOSH STD 91-31, *Personal Protective Equipment*

AFOSH STD 91-32, *Emergency Shower and Eye Wash Units*

AFOSH STD 91-43, *Flammable and Combustible Liquids*

AFOSH STD 91-56, *Fire Protection and Prevention*

AFOSH STD 91-68, *Chemical Safety*

AFOSH STD 91-66, *General Industrial Operations*

AFOSH Standard 91-100, *Aircraft Flightline-Ground Operations and Activities*

TO 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bonding*

TO 1-1-4, *Exterior Finishes, Insignia, and Markings Aircraft/Missiles*

TO 1-1-8, *Application of Organic Coatings*

TO 1-1-691, *Aircraft Weapon Systems Cleaning and Corrosion Control*

TO 1-1-690, *General Advanced Composite Repair Processes Manual*

TO 31-1-75, *General Maintenance Practices*

TO 32-1-101, *Use and Care of Hand Tools and Measuring Tools*

TO 42A-1-1, *Safety, Fire Precaution and Health Promotion Aspects of Painting, Doping, and Paint Removal*

NFPA STD 91, *Standard for Exhaust for Air Conveying of Materials*

WWW.afcpo.com, *Qualified Products List for Aircraft Washing*

***Abbreviations and Acronyms***

**AGE**—Aerospace Ground Equipment

**AMC**—Air Mobility Command

**ASM**—Aircraft Structural Maintenance

**CPAB**—Corrosion Prevention Advisory Boards

**CPC**—Corrosion Preventive Compounds

**PDM**—Periodic Depot Maintenance

**PPE**—Personal Protective Equipment

**QAE**—Quality Assurance Evaluator

**QPL**—Qualified Product List